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**AMENDMENT****In the Specification**

Please amend the paragraph on page 5, lines 3-14, as shown below.

Accordingly, there is disclosed a high efficiency auxiliary power unit (APU) for a transport vehicle powered by an internal combustion engine. The APU comprises an air-cooled engine that uses the fuel supply and the engine exhaust system of the transport vehicle and has an integral, forced-air cooling system. An air-cooled, brushless generator, having an integral, forced-air cooling system and directly coupled to an output shaft of the air-cooled engine, provides simultaneous high voltage AC and low voltage DC outputs ~~without using an inverter or a converter~~. An enclosure surrounds the air-cooled engine and the air-cooled brushless generator and provides protection and mechanical support. A system of first and second air ducts within the enclosure separately conveys cooling air into and through the air-cooled engine and the brushless generator respectively. The cooling air, drawn into the first and second air ducts by respective direct drive fan devices integrated in the air-cooled engine and in the brushless generator, exits from the enclosure through first and second air outlets.

Please amend the paragraph on page 7, line 26 to page 8, line 9, as shown below.

The APU 10 of the present invention, because it is entirely air-cooled, ~~because it requires no converter or inverter or voltage regulator circuitry~~ and because it employs direct drive between the engine and generator, weighs only approximately 265 pounds. This may be compared with conventional auxiliary power units which are liquid cooled, generally require a converter or an inverter to produce a second voltage output and typically require an adapter that employs a belt, chain, clutch or gear set to couple the engine to the generator. The additional components required in these conventional systems add weight, such that a complete conventional auxiliary power unit often approaches or exceeds a weight of 400 pounds,

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significantly more than that of the auxiliary power unit according to the present invention. The additional components required in the conventional systems also add complexity, maintenance requirements and cost, all without improving the efficiency. As mentioned previously, efficiency is reduced in any of these conventional auxiliary power units because the motive power supplied by the engine must be large enough to overcome the extra losses associated with the more complex and less efficient conventional auxiliary power units.

Please amend the paragraph on page 11, lines 7-16, as shown below.

The air-cooled brushless generator 60 selected for the APU of the present invention is chosen because of its high efficiency and the capability of providing both high voltage AC and low voltage DC outputs simultaneously and directly ~~without requiring any converter or inverter or voltage regulator circuits, either internally or externally to the generator.~~ This design has the advantages of simplicity, reliability, efficiency, light weight and low maintenance. The air-cooled brushless generator shown in the illustrative embodiment is a 5.0 Kilowatt (KW) unit supplied by BMZ Generators, Inc., 412 N. Federal Highway, Pompano Beach, FL 33062. The AC output is rated at 120 VAC @ 40 Amperes and the DC output is rated at 12 VDC @ 50 Amperes. A variety of other output ratings are available as well as AC outputs having different voltages, single phase or multi-phase, or a choice of 50 Hz or 60 Hz, or in combination with DC voltages at various levels.

Please amend the paragraph on page 19, lines 9-21, as shown below.

To summarize, there is disclosed hereinabove an auxiliary power unit (APU) for a transport vehicle powered by an internal combustion engine. An enclosure houses and supports the APU on the transport vehicle. An air-cooled engine within the enclosure directly drives an air-cooled, brushless generator. The generator provides direct, simultaneous AC and DC voltage outputs ~~without requiring an inverter circuit or a converter circuit.~~ Air duct systems within the enclosure separately convey cooling air into, through and out of the air-cooled engine and

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generator. The cooling air, drawn into the air duct systems by respective direct drive fan means integrated in the air-cooled engine and generator, exits through respective air outlet ducts from the enclosure. In another embodiment, a system is disclosed comprising a compact, AC operated auxiliary heating and air conditioning unit operable in the cabin of a transport vehicle and powered by the APU described above. The system may include control means coupled to the auxiliary heating and air conditioning unit and the APU, and harness means for coupling the auxiliary heating and air conditioning unit, the APU, and the control means together.